TOLPE center

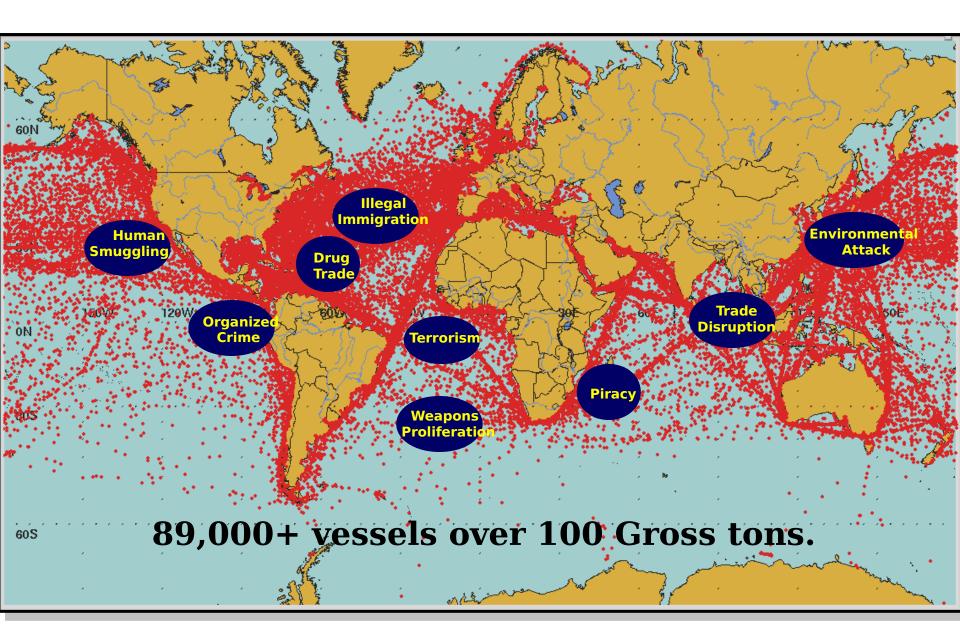
Maritime Safety & Security Information System

09/02/16

U.S. Department of Transportation
Research and Innovative Technology Administration

Enabling Global Maritime Situational Awareness

Maritime Situational Awareness

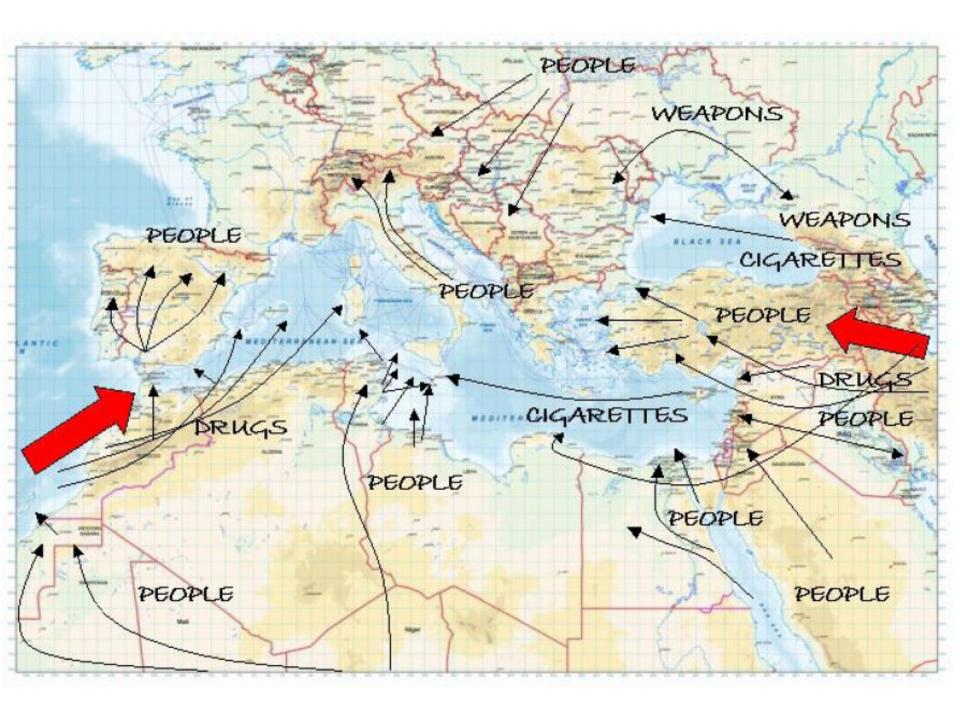


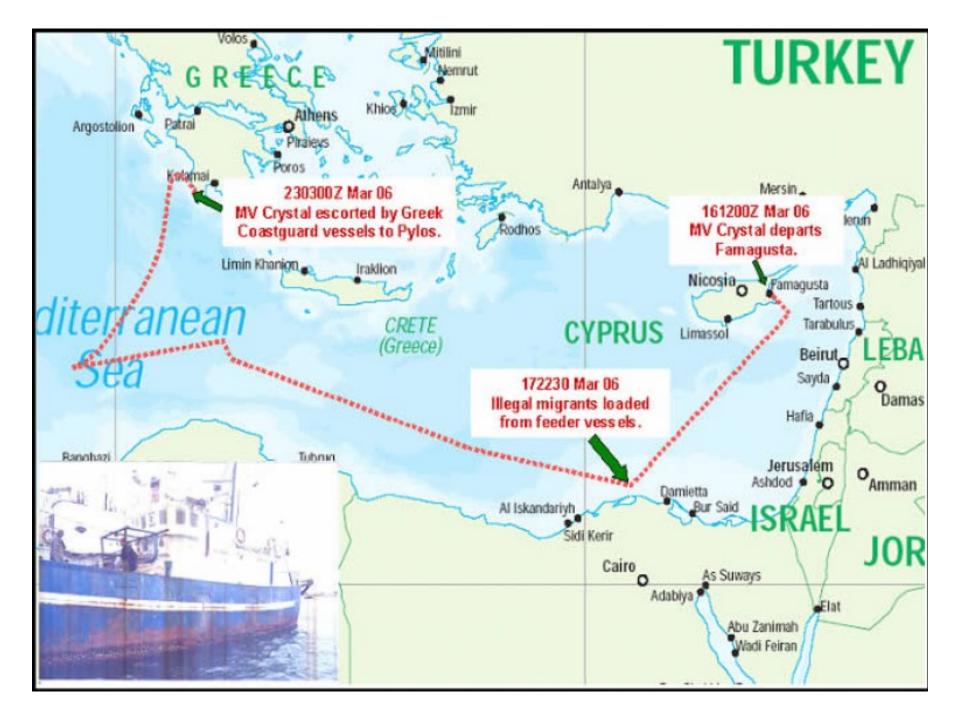
Common Maritime Challenges

Organized crime
Piracy
Drug smuggling
Human smuggling and
slavery
Illegal weapons
movement/proliferation
Terrorism

Exclusive Economic Zone (resource) exploitation
Illegal fishing
Trade disruption
Illegal migration
Search and Rescue
Environmental issues

Nations find their well-being challenged by these common maritime issues.





MDA Guiding Principles

- MDA is fundamental to maritime security a common interest.
- Proliferate AIS. Apply the air safety/policing model. AIS = IFF at sea.
- It's ALL about the network leverage the internet.
- Be transparent share information widely.
- Work interagency.
- Be inclusive invite new partners, and not just navies coast guards, shipping and insurance companies, and international organizations all have a role.
- Provide an incentive to join safety, economic, and security benefits.
- Keep it <u>UNCLASSIFIED</u> needless classification only weakens network.

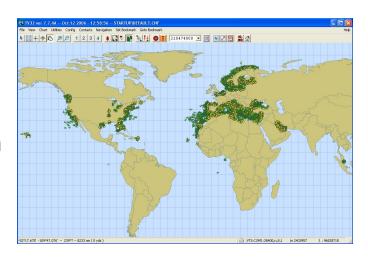
MSSIS

Maritime Safety & Security Information System

Conceived by the U.S. Department of Transportation, NATO, and US Navy as an:

Unclassified, multinational, freely shared, Automatic Identification System (AIS) network

The MSSIS provides clients with real-time AIS data derived from shore side, waterborne, and airborne platfogas 2/16



The MSSIS Encourages Participation by all countries through data sharing in order to achieve the universal goal of a safer, more secure, global marine environment.





MSSIS: Timeline

- **September 2005** Demonstration of proposed AIS network, links the ports of Rota, Spain and Souda Bay, Greece. Concept presented to U.S. Navy Sixth Fleet Commander (C6F) and NATO representatives.
- **November 2005** The Volpe Center continues demonstration for C6F and NATO aggregating feeds from NATO AIS systems in the Mediterranean (coastal systems in Spain, Italy, Greece, Turkey, and shipboard systems). A single desktop computer in Cambridge, MA acts as the network backbone.
- **March 2006** Kick off meeting and start of the Maritime Safety and Security Information System. Design of the eventual network commences while the demonstration network continues to operate
- **August 2006** Transition from the demonstration system to the operational MSSIS design laid out over the course of the summer. MSSIS servers at Cambridge, MA operational





Research and Innovative Technology Administration

MSSIS: Timeline

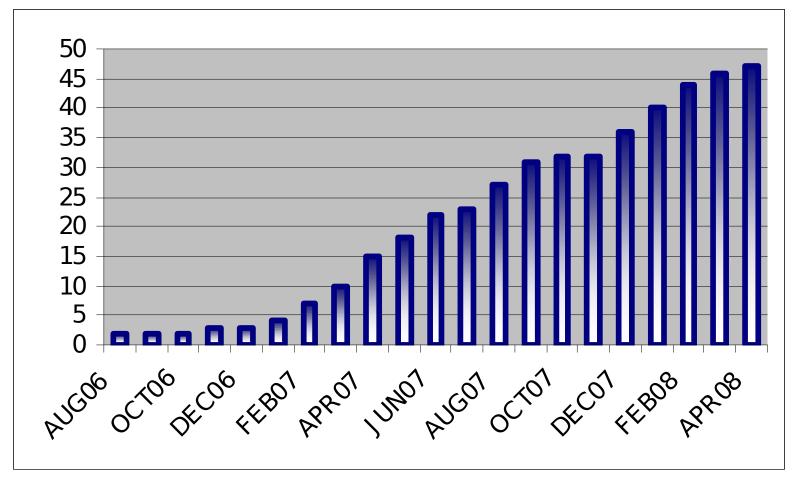
- **September 2006** Turkey, Greece, Spain officially join MSSIS
- October 2006 USA officially joins MSSIS
- December 2006 MSSIS servers installed at Norfolk, VA
- March 2007 MSSIS servers installed at US Sixth Fleet HQ, Naples, Italy
- **December 2007** MSSIS servers installed at NATO Command Component Maritime HQ, Naples Italy. At a Maritime Domain Awareness conference in Santiago Chile, a panel of South American navy admirals recommend joining MSSIS.
- **February 2008** Middle East and Arabian Gulf nations are introduced to MSSIS at the Maritime Infrastructure Protection Symposium in Bahrain.
- **April 2008** MSSIS has over 50 member nations.





Research and Innovative Technology Administration

MSSIS: Country Participation







MSSIS Participating Countries

Albania

Australia

Bahrain

Belgium

Bulgaria

Cameroon

Canada

Cape Verde

Chile

Croatia

Denmark

Estonia

Finland

France

Gabon

Gambia

Georgia

Germany

Ghana

Greece

Iceland

Iraq

Ireland

Israel

Italy

Jordan

Liberia

Lithuania

Malta

Mauritania

Montenegro

Morocco

Mozambique

Netherlands

New Zealand

Nigeria

Norway

Poland

Portugal

Romania

Sao Tome & Principe

Senegal

Serbia

Singapore

Slovenia

Spain

Togo

Tunisia

Turkey

Ukraine

United Kingdom

United States

Yemen

Automatic Identification System (AIS)

Mandated by IMO

"to improve the maritime safety and efficiency of navigation, safety of life at sea and the protection of the marine environment"

IMO International Convention for the Safety of Life at Sea (SOLAS) Chapter V, Safety of Navigation, Regulation 19, 1974/1980







Who is required to have AIS?

Per the IMO SOLAS Convention

- All passenger ships.
- All cargo ships \geq 500 GT.
- Ships \geq 300 GT on international voyages.

Does not apply to:

- Warships / Naval auxiliary.
- Vessels owned/operated by government and used on government non-commercial service.

In U.S. Waters, a USCG amendment for Commercial vessels \geq 65 feet.

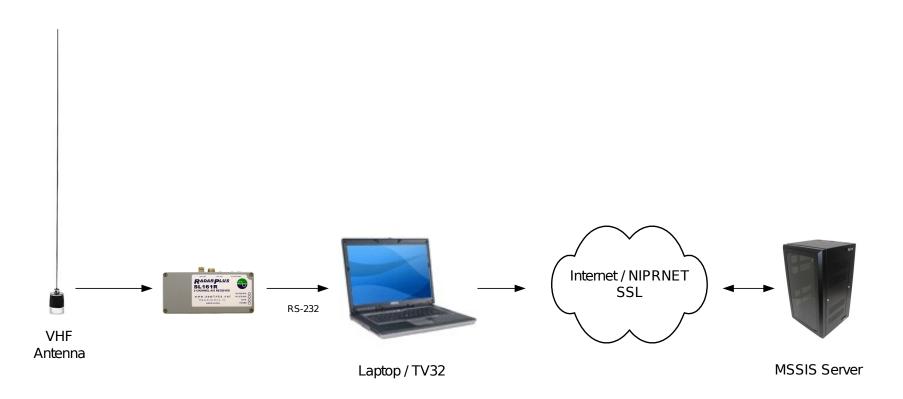
Augmented in some cases by local regulations (as example, Singapore requires a transponder on any and all water craft).





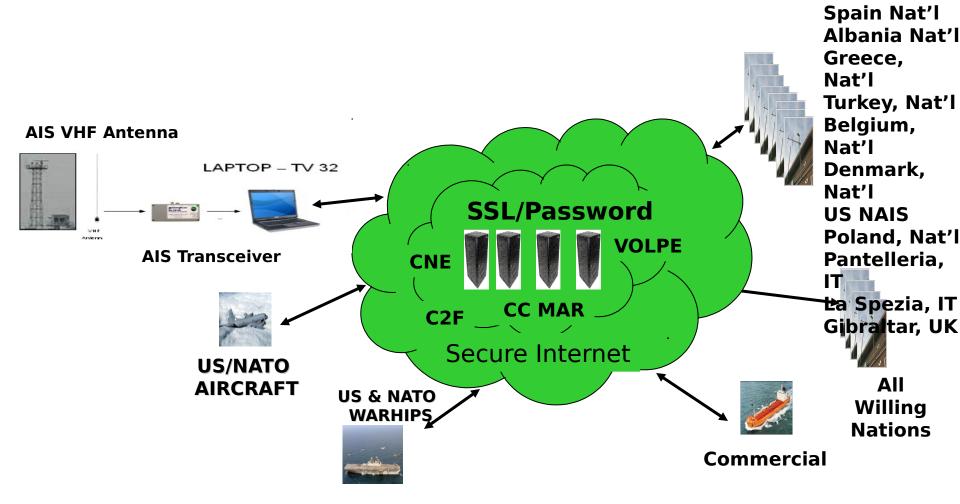
Research and Innovative Technology Administration

Simple MSSIS - AIS Provider





MSSIS Architecture







MSSIS Server - Volpe Center

MSSIS Firewall/Router

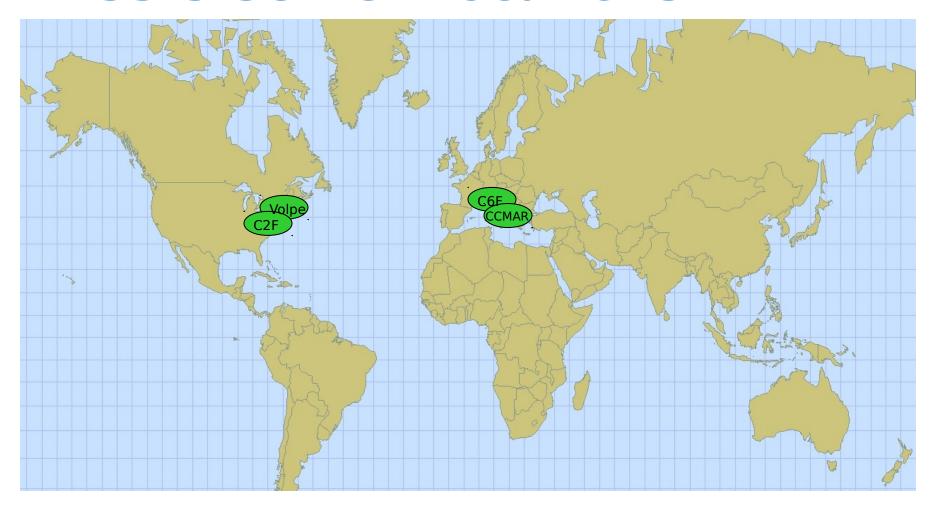
AIS Collector (sources)

Data Thinner

AIS Distributor (clients)

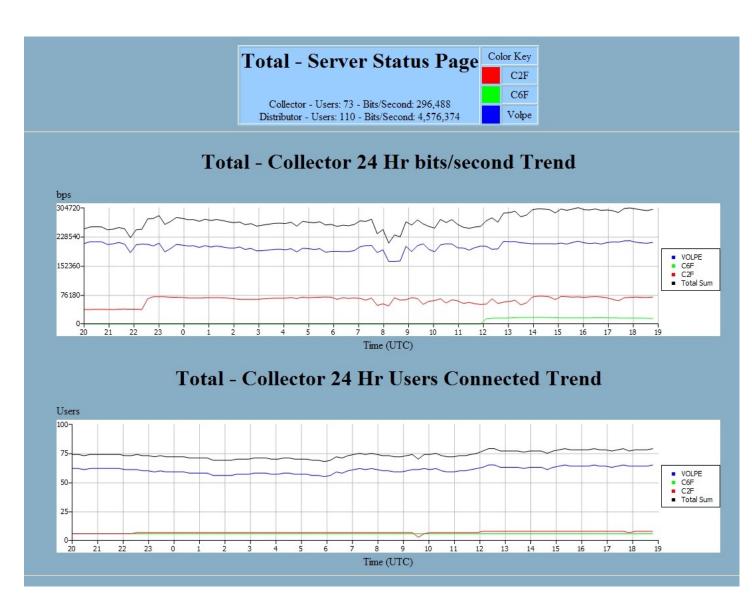


MSSIS Server Locations

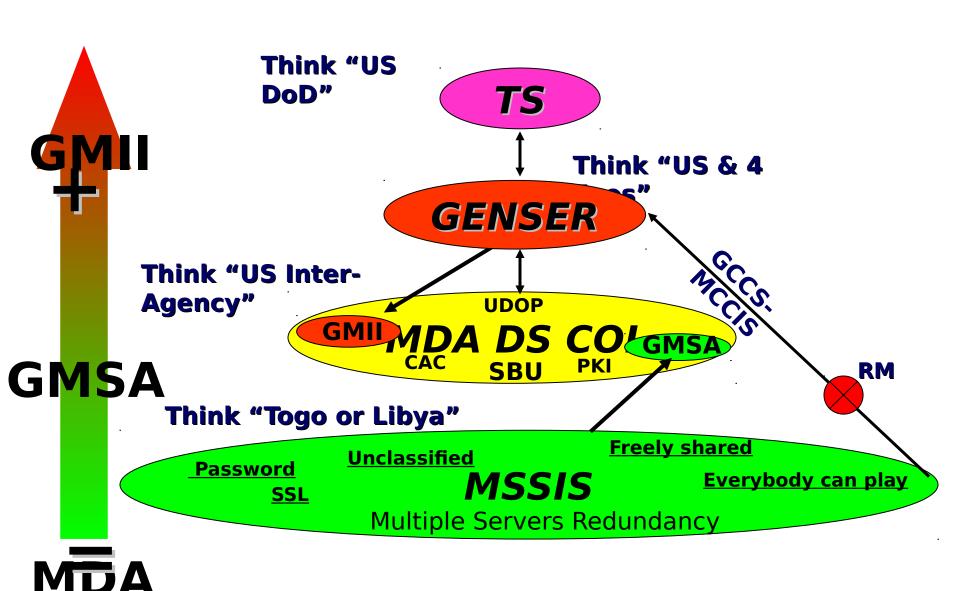


MSSIS Administration

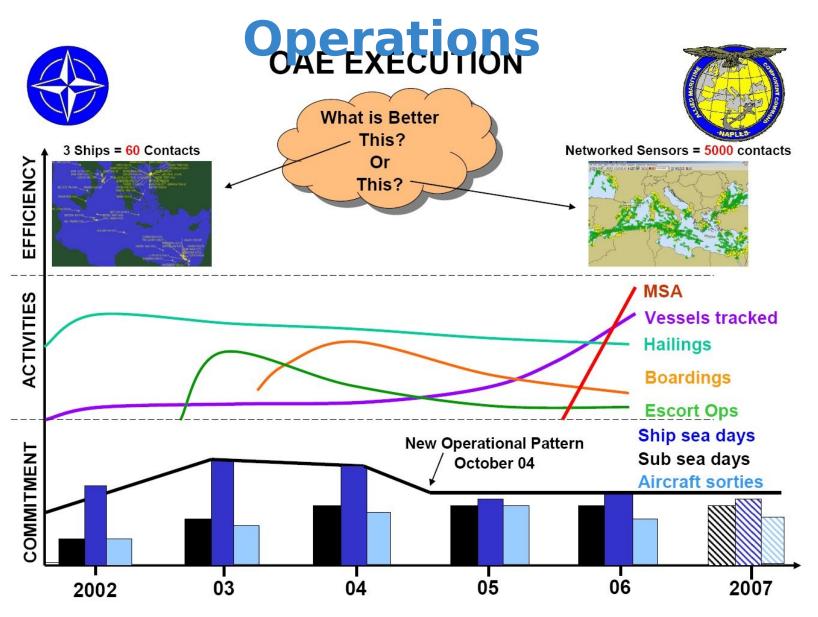
Monitoring System data rates across multiple servers

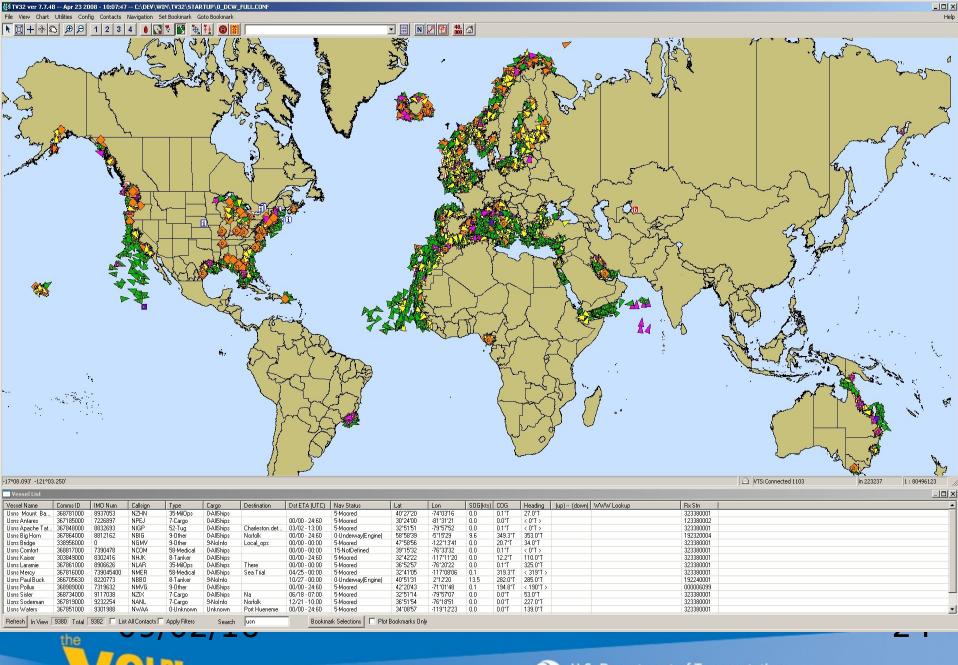


How MSSIS Fits



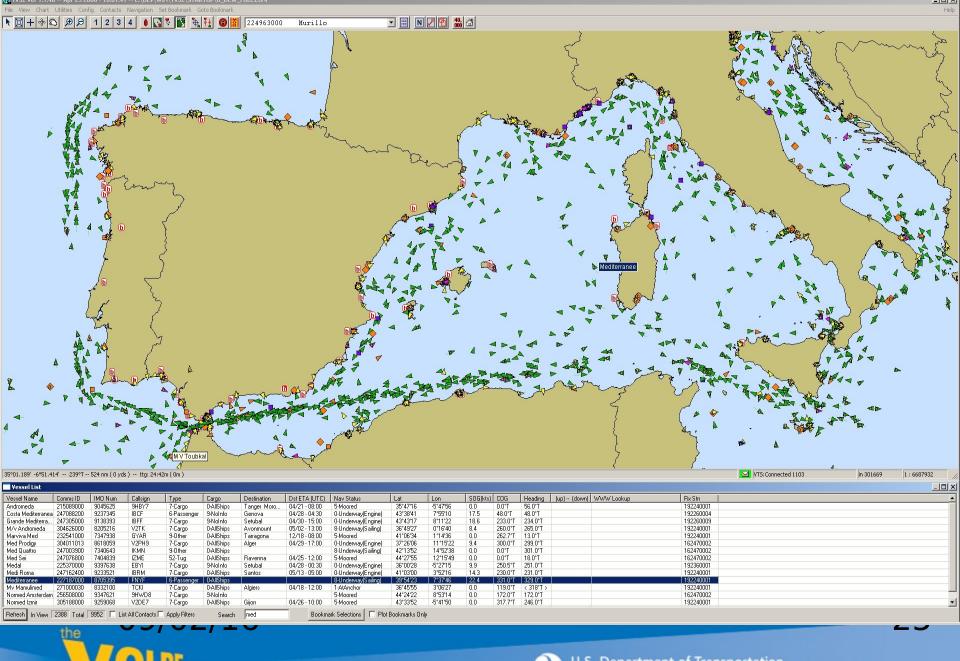
MSSIS role in NATO





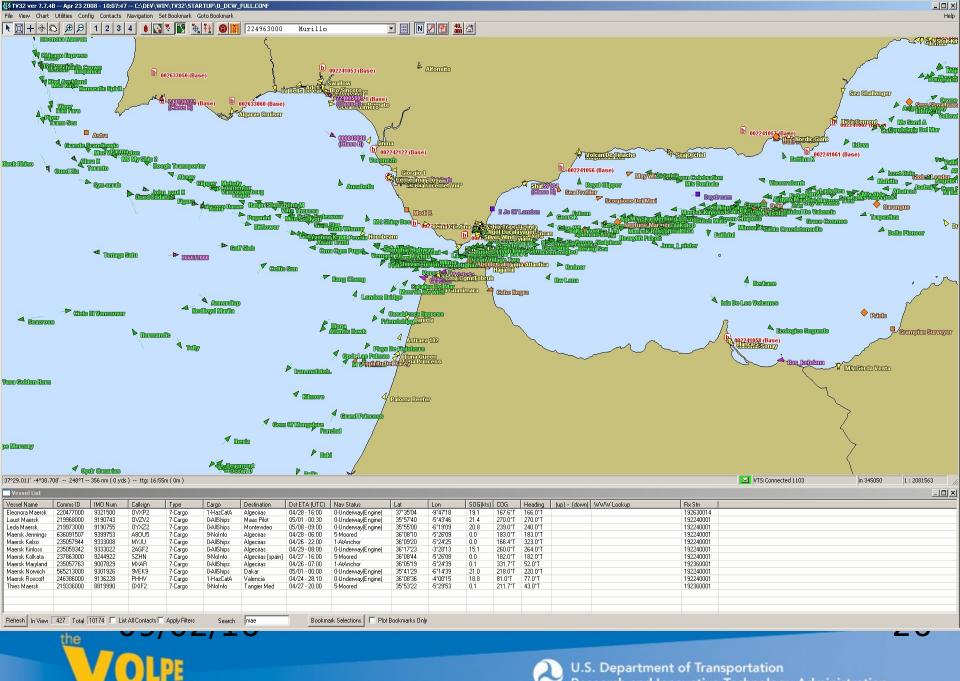






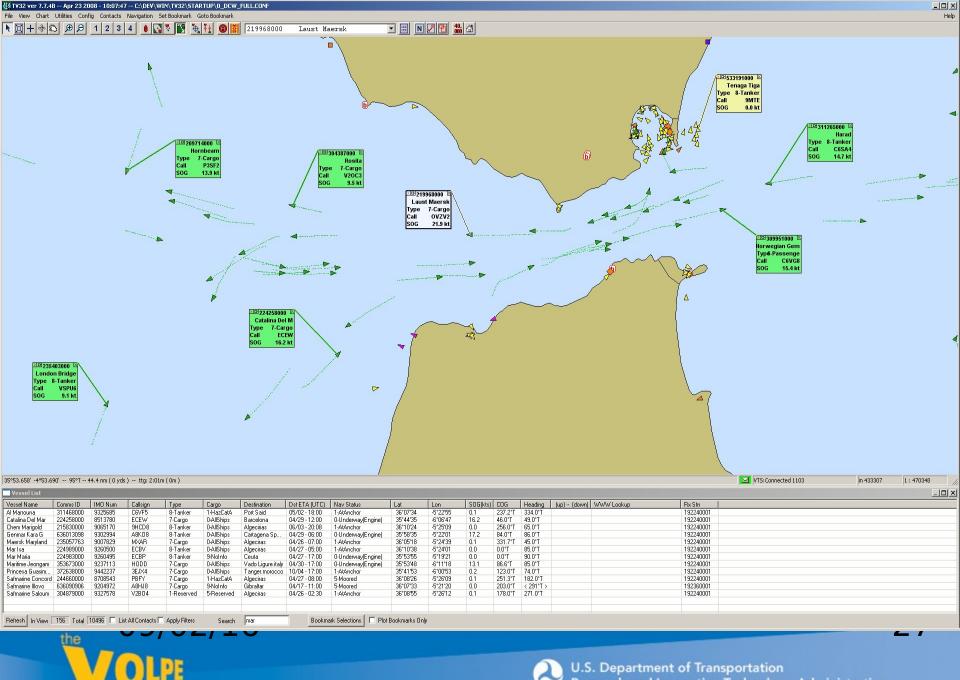








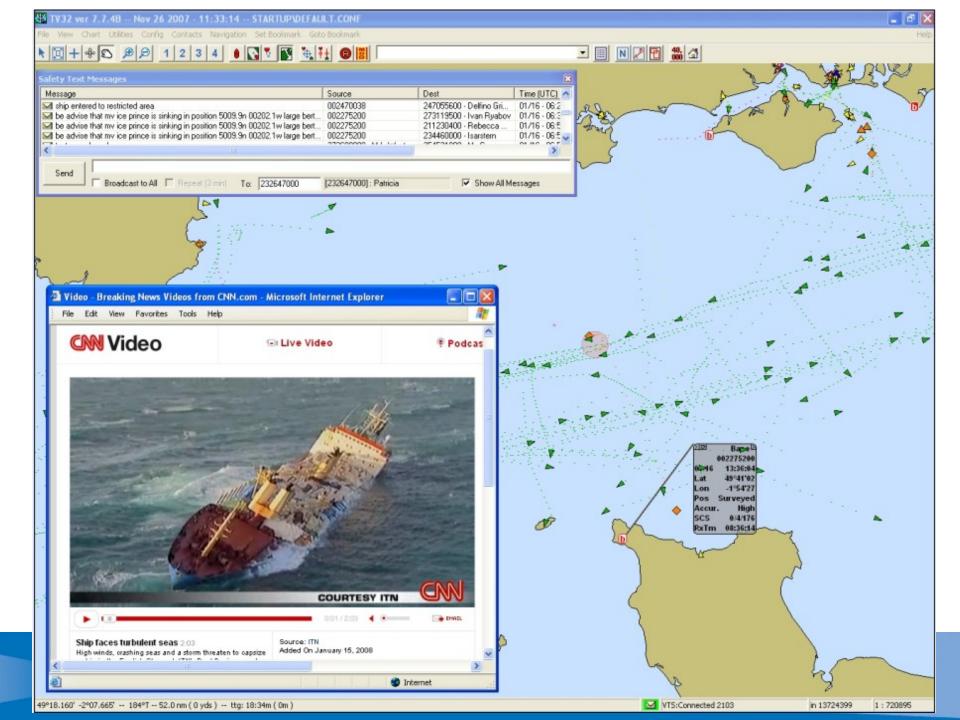




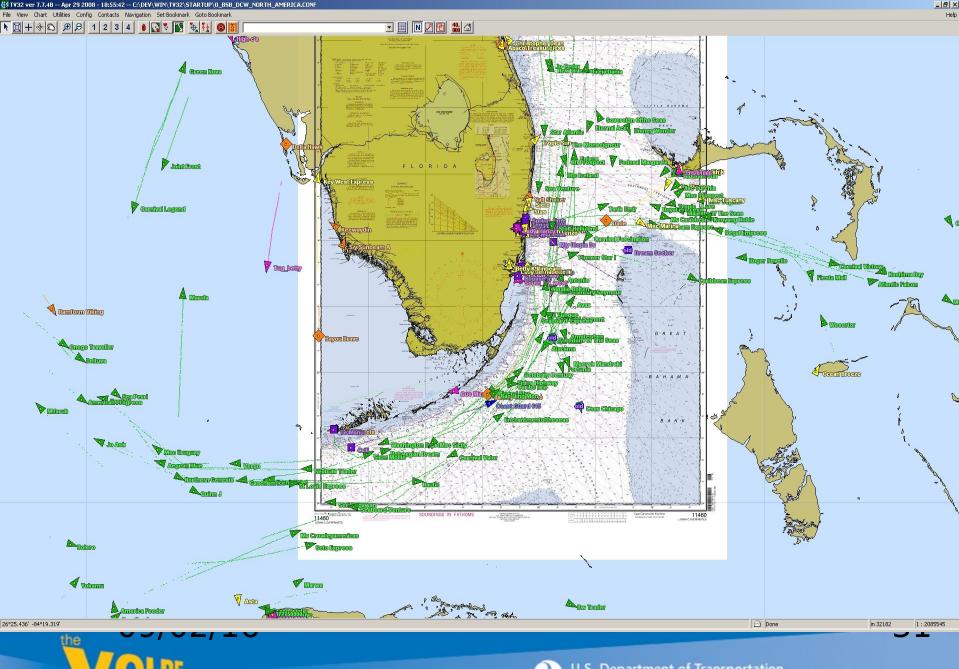






















_ B ×

The value of MSSIS has been demonstrated both in terms of CNE-C6F operations and NATO's Operation Active Endeavour. In several cases, high interest vessels were located and tracked using the network. The ability to share this information enabled us to work the end game with national authorities where we otherwise would have been unable to investigate a suspicious vessel. MSSIS has enabled seizures of contraband and illegal immigrants, as well as rescues at sea.

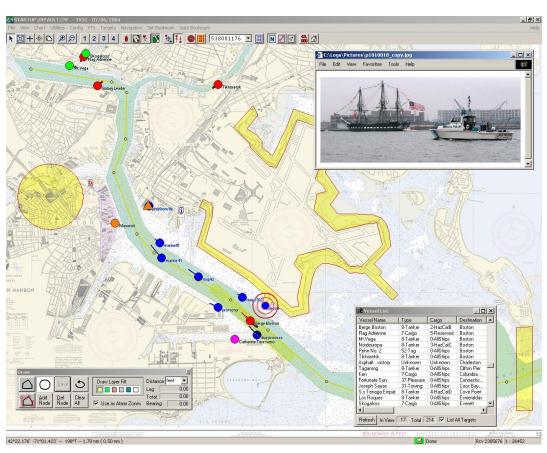
MSSIS represents a repository of trust, and this trust is what keeps nations in the network. And while we seek to share the burden of running it, all of the participants look to us for the leadership and ideas to develop it further. We must be careful not to shortchange this role, allow MSSIS to degrade, or give the impression that we value classified and bilateral arrangements over unclassified multilateral exchange, as it would be perceived as a betrayal of trust and set back our efforts to build maritime partnerships.

Excerpt from Admiral Ulrich, Commander U.S. Naval Forces Europe, letter to Admiral Roughead, Chief of Naval Operations

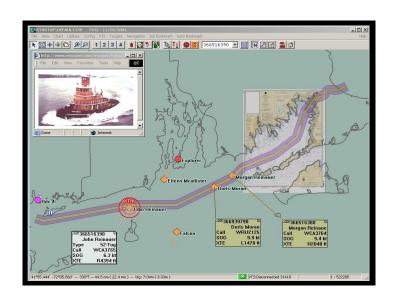
Transview (a.k.a TV32)

TV32 is a windows application developed by the Volpe Center for use in a number of vessel tracking and navigation related projects. Currently, it is used as the primary communications and chart display client for the MSSIS network and is generally provided for free as Government-off-the-shelf (GOTS) software. It has been used for:

- Pilot Navigation
- •Vessel Traffic Management
- Oil Spill Modeling
- Accident Investigation
- Buoy Positioning
- Network Monitoring
- Analysis Tool
- Data Logging
- Data Translation/Exchange
- Port/Harbor Security
- Force Protection Display

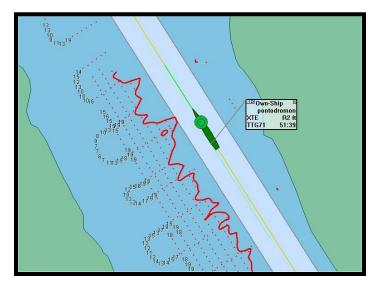


Transview Other Applications:



Cape Cod Canal

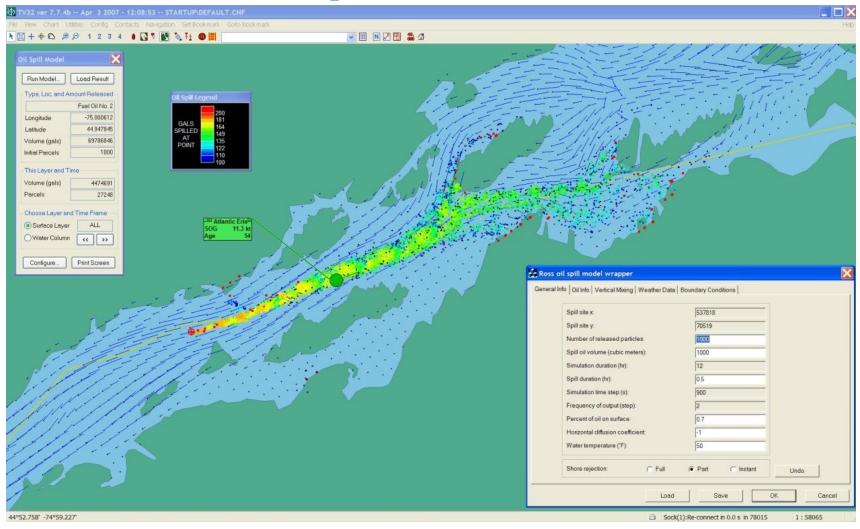
- -Army Corp of Engineers
- -Oil Spill Prevention

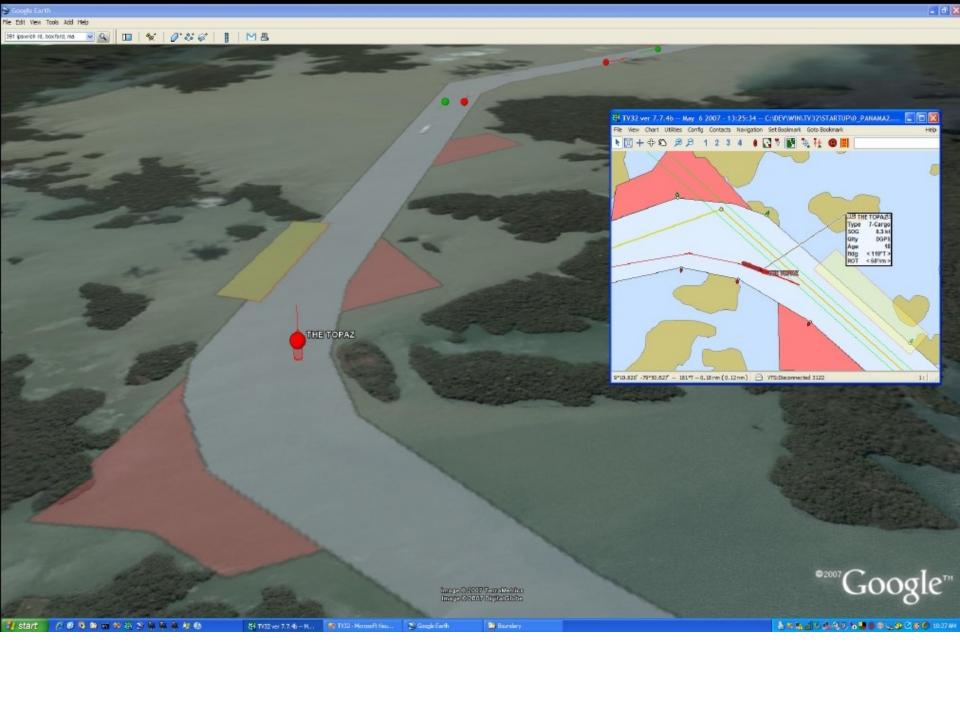


Columbia River Pilots

- -Pilot Display
- -Hydro Graphic Survey

Transview Other Applications: Oil Spill Model





MSSIS Future Vision MSSIS+, AIS, Radar, ADSB, ...

